GOVERNMENT OF MADRAS.

Old Scott. II-28, New Scott. II-16—
71,006—28-1-55.

P. W. (1955) Department.

~~Endorsement~~
~~D.O.~~
~~Memorandum~~
~~Lodged~~

Letter No. 400724/55-1

Dated 28-5-1955.

Passed
Hon
Sanction
S
10/6/55

FURTHER PAPERS.

Department.	Number.	Series.	Date.

The South Kanara District Advancement Association,

THE DISTRICT COLLECTOR,
PRESIDENT.
~~A.F.H. DERSONIE~~ Esr.,
& RAO BAHADUR N. M. ADYANTHAYA, B.Sc.(Edin.),
VICE-PRESIDENTS.
RAO SAHIB P. R. RANGANATHA PUNJA, B.A., B.L.,
& SRI T. M. ARANHA,
JOINT SECRETARIES.

RAMA BHAVAN,
CODIALBAIL,
MANGALORE, S. KANARA.

4th May 1955

40072
GOVERNMENT
16 MAY 1955
PUBLIC WORKS DEPARTMENT
DEPUTY SECRETARY TO GOVERNMENT
14 MAY 1955
CHIEF
13 MAY 1955
GOVERNMENT

From,

P.R.Ranganatha Punja B.A., B.L.
Hony. Secy., Dt. Advancement Assn. S.Kanara.

To,

Sri K.Kamaraj
Chief Minister to the Govt. of Madras
Fort St. George, MADRAS

Dear Sir,

I was one of the persons to whom you were pleased to accord an interview on 29 - 4 - 1955 in Mangalore when I made representations on two points viz.(1) Provision of a roadway ~~to~~ on the Netravati Bridge (2) Location of the proposed junction for the Hassan - Mangalore railway at Mangalpady. In view of your ~~sympathic~~ sympathetic attitude towards my representations I have taken the liberty of following up by this letter so that action may be taken in those matters expeditiously.

Roadway on the Netravati Bridge The Maharaja of Bhavnagar when he visited Mangalore granted me an interview with him when I pressed this matter before him and followed it up by a letter dated 30 - 9 - 1950. I pointed out to him ~~th~~ that from ten to fifteen thousand people, chiefly workers in factories, labourers and poor peasants who come to town to buy or sell provisions will be benefited by this roadway. There are forty tile factories and a large number of weaving

factories, cashew factories, coffee-curing and other industrial manufacturing concerns in Mangalore which attract labourers from the villages lying to the south of the Netravati Bridge. By correspondence I elicited from the Tile manufacturers the number of their workers using the foot-path on this bridge and it has been found that five thousand workmen and women attend the Tile factories alone from the village south of the bridge. We have heavy rains during four months of the year. It is only when one tries to cross the bridge during a single occasion that can realise the hardships of these poor workers. There are such high winds with rain to boot, that one cannot think of opening an umbrella even during the heaviest rain as the river bar opening into the sea is close at hand and there very strong gales blowing accross the bridge. Mostly women suffer more as they get thoroughly drenched in the rain while crossing this bridge, which is half a mile long, twice a day and they work in wet clothes afterwards. No doubt they have got accustomed to suffer in silence and bear the hardships. But in these days when lakhs and lakhs of rupees are being spent on projects far less helpful to the poor than this one, I would request that it should meet with your earnest attention and prompt action. In 1949 i.e. the year before I pleaded before the Maharaja of Bhavnagar, a boatful of twenty persons went down and many were drowned. Such incidents are not uncommon during the rains, as the poor find that their hardest days of trial are during the rainy season when work is scarce and they are compelled to come to town across the bridge to earn a living.

3/ At the time I made the representation to the Maharaja of Bhavnagar the cost of providing a roadway on this bridge was estimated by Sri B.N. Shenoy Supt. Engineer at about three lakhs and the same officer estimated the cost of provision of a roadway on the Baliapatnam bridge in North Malabar which is much older than the Netravati bridge, at six lakhs. This work has been executed and people are using it.

4/ The roadway on Netravati bridge will enable the city buses to ply on the bridge and bring the poor cheerfully to work in town and take them back home at night fall without getting wet or running any risks.

5/ My last request was made to Sri Sri Prakasa, when he came to Mangalore during the interview granted to me. By his letter No.1446/53 dated 22nd May 1954 he has informed me that the matter is under the consideration of the Govt. of India. But I must confess that I have been urging this matter ever since I led a deputation to the Governor in 1930 but without positive results. If you are pleased to approve of my suggestion Sri N.E.S.Raghavachar, Director Community Projects, may be

deputed to examine this question and the project executive and the Railway authorities together achieve this much needed amenity for the poor at a very early date, if it cannot be sanctioned in any other way.

Junction Station for Hassan - Mangalore Railway I learn that there are alternative suggestions to locate this junction station by the officers now investigating this railway to locate this station (1) at Mangalore (2) or at Mangalpady which is 15 miles south and is the third station from Mangalore on the S.I.R. The existing S.I.R. is a broad gauge line and the proposed Hassan - Mangalore line is metre guage. The present Mangalor railway station has to be enlarged and there is not enough room to do so at the present site without causing the removal of the present electric power station which will be the best centre for distribution even after getting electric power from Jog.

7 There will be necessity for having one more bridge on the Netravati river at a coast which may involve a crore of rupees if the junction station is to be located at Mangalore, but if the line is taken from Mangalpady it is possible to avoid this bridge altogether as the line will by-pass the river by running parallel to it.

8 The villages south of Mangalore are all undeveloped because besides the Netravati, we have the Talapadi, Manjeshwar and Uppala rivers between Mangalore and Mangalpady none of which are bridged at present. The new railway line will involve location of stations in the interior and develop many unopened centres village centres which yield rich produce particularly in arecanuts which are so much in demand now.

9 Lastly there is any amount of vacant land at Mangalpady for laying down a big station which can be had at a nominal cost compared with the cost at which not only land but valuable buildings will have to be acquired if the present Mangalore station is to be enlarged.

10 I request, therefore, that both these matters may receive your serious consideration and speedy attention of the departments concerned.

Yours Faithfully,

M Mangaonkar Singh

P.W(A2)

Please see the memorandum on
the ~~subject~~ ante.

2 Decking of Netravathi Railway bridge

This Govt have already recommended to the Govt of India the proposal for decking the Netravathi Railway bridge for road traffic. Their decision in the matter is awaited. In the circumstances no action is called for on the present request.

3. Junction Station for Mangalore-Hassan line (vide ante)

Extracts of A on plaute & X on p5 ante may be remitted to the G.M., SRly. for such action as is called for. Draft submitted.

27.5.55

27/5/55

28.5.55

7 [illegible]

Letter no: 40072A/55-1 dt. 28/[illegible]

To The General Manager, Southern Railway, M
Sevi,

Sub: Rlys - Mangalore - Hassan Line -
Location of junction stations.

Ref: From the Secretary, The South Kanara
Dt. Advancement Association,
Rama Bhavan, Kodailbail,
Mangalore, S. Kanara, petition dt 4.55

I am directed to forward herewith extracts from the reference cited for such action as is called

YB

28.11.55

1

CENTRAL [illegible] BRANCH
[illegible]
Initials.
[illegible]-55

A application
DA: Extracts 4-X-55

Copy to The T.W. Deptt. (7. Section) with extracts

A application dt 4-X-55

Mk 29/11/55

DM 27/12/55